

COMMANDER, FIFTH COAST GUARD DISTRICT
AIDS TO NAVIGATION BRANCH
FEDERAL BUILDING, 431 CRAWFORD STREET
PORTSMOUTH, VIRGINIA 23704-5004 United States
PHONE: (757) 398-6486 FAX: (757) 398-6334 Coast Guard
OFFICE HOURS: 8:00 AM TO 4:00 PM (MONDAY-FRIDAY)

U.S. Department

of Transportation

LOCAL NOTICE TO MARINERS

Coastal Waters from Little River Inlet, South Carolina to Shrewsbury River, New Jersey

WEEKLY SUPPLEMENT

BROADCAST NOTICE TO MARINERS

Navigation information having been of immediate concern to
TO SUBSCRIBE, CHANGE ADDRESS OR BE
the Mariner, and promulgated by the following broadcasts, has
REMOVED FROM MAILING LIST CALL (757) 398-6367
been incorporated in this notice when still significant:

CALL

(757) 398-6367

- CCGD5 (D5) BNM 0142-97 TO 0153-97
- GROUP PHILADELPHIA (PH) BNM 0224-97 TO 0226-97
- GROUP CAPE MAY (CM) BNM 0196-97 TO 0207-97 Electronic bulletin board
Service: (703) 313-5910
- ACTIVITIES BALTIMORE (BA) BNM 0336-97 TO 0352-97 4300 to 28.8 bps, 8 data bits, no
parity, 1 stop bit
- GROUP EASTERN SHORE (ES) BNM 0090-97 TO 0101-97 NIS watchstander, 24
hours a day: (703) 313-5900
- GROUP HAMPTON ROADS (HR) BNM 0445-97 TO 0488-97 Also available at the
Internet Address:
- GROUP CAPE HATTERAS (CH) BNM 0158-97 TO 0163-97
[HTTP://www.navcen.uscg.mil](http://www.navcen.uscg.mil) OR: <ftp://ftp.navcen.uscg.mil>
- GROUP FORT MACON (FM) BNM 0283-97 TO 0300-97

NOTES: (1) Unless otherwise indicated, missing and destroyed structures are presumed to be in
the

immediate vicinity. Mariners should proceed with caution.

REFERENCES: Light List, Vol. II, Atlantic and Gulf Coasts, 1996 Edition (COMDTPUB
P16502.2).

U.S. Coast Pilot 3, Atlantic Coast: Sandy Hook to Cape Henry (33rd Edition).

U.S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West (31st Edition).

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REPORT DEFECTS IN AIDS TO NAVIGATION TO THE NEAREST COAST GUARD UNIT

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USE OF THE LOCAL NOTICE TO MARINERS

The Weekly Supplemental editions contain only new information available subsequent to the issue date of the Monthly edition. To ensure having complete information concerning the waterways of the Fifth Coast Guard District, see Monthly edition 22/97, 03 June 1997.

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I SPECIAL NOTICE

For information concerning the following items, see Monthly Edition Local Notice to Mariners 22/97, 03 June 1997.

1. DGPS INFORMATION
2. DISCREPANCY REPORTS OF THE MARINE DIFFERENTIAL GLOBAL POSITIONING SYSTEM (DGPS)
3. NATIONAL TRANSPORTATION SAFETY BOARD ON GPS
4. AVAILABILITY OF NAUTICAL CHART CORRECTION SUMMARIES
5. AVAILABILITY OF LIGHT LIST CORRECTION SUMMARIES
6. LATEST EDITIONS FOR NAUTICAL CHARTS AND PRICE GUIDE
7. NATIONAL OCEAN SERVICE - CHARTS, PUBLICATIONS, AND TABLES
8. 1996 TIDE TABLES, TIDAL CURRENT TABLES
9. RADIO CHECKS ON CHANNEL 16 (156.8 MHZ)
10. CAUTION TO BE USED IN RELIANCE UPON AIDS TO NAVIGATION
11. PRIVATE AIDS TO NAVIGATION
12. BRIDGE-TO-BRIDGE RADIOTELEPHONE PROCEDURES
13. NEW EDITION OF THE COAST PILOT
14. NEW EDITION OF THE COAST PILOT
15. WATERWAYS ANALYSIS MANAGEMENT SYSTEM (WAMS) - MD - TANGIER SOUND - NANTICOKE RIVER
16. WATERWAYS ANALYSIS MANAGEMENT SYSTEM (WAMS) - MD - CHESAPEAKE BAY - SMITH ISLAND
- I SPECIAL NOTICE (cont.)
17. WATERWAYS ANALYSIS MANAGEMENT SYSTEM (WAMS) - MD - CHESAPEAKE BAY - MIDDLE CHESAPEAKE BAY TRIBUTARIES
18. PROPOSED BRIDGE REGULATIONS FOR NEW JERSEY - GREAT EGG HARBOR INLET - SHIP CHANNEL - GREAT EGG HARBOR DAY
19. MARYLAND - VIRGINIA - NORTH CAROLINA - MARINE INFORMATION AND COASTAL WEATHER BROADCASTS

WATERWAYS ANALYSIS MANAGEMENT SYSTEM (WAMS) - MD - TANGIER SOUND - NANTICOKE RIVER

The Fifth Coast Guard District, Portsmouth Virginia is conducting a Waterways Analysis Management System (WAMS) survey of the Nanticoke Rivers. The WAMS system was developed to determine the navigational needs of the users of specific waterways, the adequacy of the navigational aids currently in place, and to solicit suggestions to improve navigation in these regions. The WAMS will be used in determining the future funding and resources for this region. Mariners are encouraged to contribute to this analysis by providing comments or suggestions relating to the navigational system, or waterway. Problems relating to the location of buoys, range lights, anchorages, repair response times, etc. in the

Nanticoke River, Nanticoke Cut, Nanticoke East Channel, Bivalve Channel, Board Creek may be addressed to:

Officer in Charge
USCGC CHOCKBERRY(WLI 65304)
810 Norris Harbor Drive
Crisfield, MD 21817-1656
Attn: BMC S. B. Hearn

Comments should be received before 1 August 1997

For more information concerning this WAMS project contact BMC S.B. Hearn at (410) 968-0971.

WATERWAYS ANALYSIS MANAGEMENT SYSTEM (WAMS) - MD - CHESAPEAKE BAY - SMITH ISLAND

The Fifth Coast Guard District, Portsmouth Virginia is conducting a Waterways Analysis Management System (WAMS) survey of the Smith Island. The WAMS system was developed to determine the navigational needs of the users of specific waterways, the adequacy of the navigational aids currently in place, and to solicit suggestions to improve navigation in these regions. The WAMS will be used in determining the future funding and resources for this region. Mariners are encouraged to contribute to this analysis by providing comments or suggestions relating to the navigational system, or waterway. Problems relating to the location of buoys, range lights, anchorages, repair response times, etc. in the Big Thorofare Channel, Tyler Creek and Tylerton Harbor, Sheep Pen Gut, Smith Island West side may addressed to:

Officer in Charge
USCGC CHOCKBERRY(WLI 65304)
810 Norris Harbor Drive
Crisfield, MD 21817-1656
Attn: BMC S. B. Hearn

Comments should be received before 1 August 1997

For more information concerning this WAMS project contact BMC S.B. Hearn at (410) 968-0971.

WATERWAYS ANALYSIS MANAGEMENT SYSTEM (WAMS) - MD - CHESAPEAKE BAY - MIDDLE CHESAPEAKE BAY TRIBUTARIES

The Fifth Coast Guard District, Portsmouth Virginia is conducting a Waterways Analysis Management System (WAMS) survey of the Middle Chesapeake Bay Tributaries. The WAMS system was developed to determine the navigational needs of the users of specific waterways, the adequacy of the navigational aids currently in place, and to solicit suggestions to improve navigation in these regions. The WAMS will be used in determining the future funding and resources for this region. Mariners are encouraged to contribute to this analysis by providing comments or suggestions relating to the navigational system, or waterway. Problems relating to the location of buoys, range lights, anchorages, repair response times, etc. in the Knapps Narrows East Channel, Tilgham Island Harbor, Knapps Narrows West Channel, Harris Creek, Sharps Island may addressed to:

Officer in Charge
USCGC CHOCKBERRY(WLI 65304)
810 Norris Harbor Drive
Crisfield, MD 21817-1656
Attn: BMC S. B. Hearn

Comments should be received before 1 August 1997

For more information concerning this WAMS project contact BMC S.B. Hearn at (410) 968-0971.

PROPOSED BRIDGE REGULATIONS FOR NEW JERSEY - GREAT EGG HARBOR INLET - SHIP CHANNEL - GREAT EGG HARBOR DAY

At the request of the New Jersey Department of Transportation, the Coast Guard is proposing to change the Regulation of the Route 52 (Ship Channel) Bridge across Great Egg Harbor Bay, Mile 0.5, between Somers Point and Ocean City, NJ. The Proposal being considered would require the Route 52 (Ships Channel) Bridge to open on signal except between Memorial Day and Labor Day From 8 AM to 8 PM.,

the draw need only open on the hour and half-hour. This proposed change is intended to synchronize requests for bridge openings with the nearby Route 52 (Beach Channel) Bridge and Further reduce the number of openings during the Summer Tourist season in order to curtail delays to vehicular traffic while still providing for the reasonable needs of navigation. This was published in the Federal Register on April 21, 1997, as a notice of proposed rule making.

Written comments on this proposed rule must be submitted on or before June 20, 1997. Comment may be mailed or hand delivered to the office of the: COMMANDER ATLANTIC AREA (AOWB), 431 CRAWFORD STREET, PORTSMOUTH, VIRGINIA 23704-5004. Copies of PUBLIC NOTICE 5-901 which describes the proposal in detail can be obtained by writing to the above address or by calling (757) 398-6629.

II DISCREPANCIES

The following is a list of Aid Discrepancies for the previous week. A summary of current discrepancies in aids to navigation is printed in the Monthly Edition Local Notice to Mariners 22/97, 03 June 1997.

LNR	Name of Aid	Status affected	Chart Ref.	BNM Ref.	LNM Ref.
00530.00	DAM NECK FIRING ZONE LB A		LT EXT		12207
0498HR	24/97				
00740.00	CAMP LEJEUNE DANGER ZONE LB A		LT EXT		11543
NONEFM	24/97				
06095.00	VA INSIDE PASSAGE DBN 149	TRUB		12210	0102ES
24/97					
06965.00	SAND SHL IN LWB A	LT EXT		12221	0495HR
24/97					
07035.00	CHESAPEAKE CH LBB 2C	LT IMCH		12221	0499HR
24/97					
07035.00	CHESAPEAKE CH LBB 2C	LT IMCH		12221	0499HR
24/97					
09355.00	NAVAL ORDNANCE LB P	LT IMCH		12245	0501HR
24/97					
29985.00	NEW TOPSAIL IN B 2	OFF STA		11541	0306FM
24/97					
29985.00	NEW TOPSAIL IN B 2	OFF STA		11541	0306FM
24/97					
33515.00	WEST BAY LT A	LT EXT		11548	0305FM
24/97					
33535.00	WEST BAY LT 7WB	LT EXT		11548	0305FM
24/97					

DISCREPANCIES CORRECTED

LNR	Name of Aid	Status affected	Chart	BNM Ref.	LNM Ref.
22350	MESSONGO CK DBN 4	REBUILT/RECOVERED		12228	NONEES
24/97					

Chart Current Local Notice to Mariners	Chart edition /	Edition date /	Last Local to Mariners	Notice /	Horizontal Datum Reference	Source of Correction
/	12245	54 th ed.	02/03/96	LAST LNM	28/96	NAD 83
(38/96)						(CG5)
(Temp)	HAMPTON ROADS	--	location			
Change:	Fog signal of Buoy	PR	to WHISTLE			37o00 06.2N
76o17 01.4W						
/	/	/				/
Corrective and tenths) action	Object of corrective action				Position (Degrees, minutes, seconds	

[illegible]

Relocate	CAUSEWAY CH B 5A from	
	(34°42'49.68"N, 76°44'.33"W) to	34°42'49.6"N
076°43'59.7"W		
	CAUSEWAY CH BY 6 from	
	(34°42'50.53"N, 76°44'.36"W) to	34°42'49.9"N
076°43'59.7"W		
	CAUSEWAY CH BY 6A to	34°42'46.0"N
076°44'05.0"W		
	CAUSEWAY CH B 7A from	
	(34°42'41.724"N, 76°44'9.306"W) to	34°42'42.2"N 076°44'08.4"W

11545	57 th ed., 01/18/97 LAST LNM 21/97 NAD 83	24/97
(TEMP)	BEAUFORT INLET AND PART OF CORE SOUND	
	(CGD05)	
Add	Causeway Channel B 2A, R N, in	34°42'45.9"N
076°43'37.4"W		
	Causeway Channel B 4, R N, in	34°42'47.9"N
076°43'47.3"W		

Causeway Channel B 4A, R N, in 34°42'49.9"N
076°43'57.7"W

11545 57th ed., 01/18/97 LAST LNM 24/97 NAD 83 24/97
BEAUFORT INLET AND PART OF CORE SOUND
(CGD05)
Relocate CAUSEWAY CH B 5A from
(34°42'49.68"N, 76°44'.33"W) to 34°42'49.6"N
076°43'59.7"W
CAUSEWAY CH BY 6 from
(34°42'50.53"N, 76°44'.36"W) to 34°42'49.9"N 076°43'59.7"W

CAUSEWAY CH B 7A from
(34°42'41.724"N, 76°44'9.306"W) to 34°42'42.2"N 076°44'08.4"W

CORE CK DBN 26 from
(34°46'3.6"N, 76°40'55"W) to 34°46'03.4"N
076°40'54.3"W

11545 57th ed., 01/18/97 LAST LNM 24/97 NAD 83 24/97
BEAUFORT INLET AND PART OF CORE SOUND
(CGD05)
Add CAUSEWAY CH BY 6A to 34°42'46.0"N
076°44'05.0"W

11547 31st ed., 08/12/95 LAST LNM 21/97 NAD 83 24/97
(TEMP) MOREHEAD CITY HARBOR
(CGD05)
Add Causeway Channel B 2A, R N, in 34°42'45.9"N
076°43'37.4"W
Causeway Channel B 4, R N, in 34°42'47.9"N
076°43'47.3"W
Causeway Channel B 4A, R N, in 34°42'49.9"N
076°43'57.7"W

11547 31st ed., 08/12/95 LAST LNM 24/97 NAD 83 24/97
MOREHEAD CITY HARBOR
(CGD05)
Relocate CAUSEWAY CH B 5A from
(34°42'49.68"N, 76°44'.33"W) to 34°42'49.6"N
076°43'59.7"W
CAUSEWAY CH BY 6 from
(34°42'50.53"N, 76°44'.36"W) to 34°42'49.9"N
076°43'59.7"W
CAUSEWAY CH B 7A from
(34°42'41.724"N, 76°44'9.306"W) to 34°42'42.2"N
076°44'08.4"W

Add CAUSEWAY CH BY 6A to 34°42'46.0"N
076°44'05.0"W

11548 34th ed., 02/05/94 LAST LNM 20/97 NAD 83 24/97

PAMLICO SOUND- WESTERN PART

(CGD05)

Relocate BIG FOOT SLOUGH CH LT 10 from
(35°8'46.302"N, 76°0'23.48"W) to

35°08'46.6"N

076°00'24.4"W

11550 26th ed., 07/08/95 LAST LNM 18/97 NAD 83
OCRACOKE INLET AND PART OF CORE SOUND
(CGD05)

24/97

Relocate BIG FOOT SLOUGH CH LT 10 from
(35°8'46.302"N, 76°0'23.48"W) to

35°08'46.6"N

076°00'24.4"W

11555 36th ed., 01/11/97 LAST LNM 18/97 NAD 83
CAPE HATTERAS: WIMBLE SHOALS TO OCRACOKE INLET
(CGD05)

24/97

Relocate BIG FOOT SLOUGH CH LT 10 from
(35°8'46.302"N, 76°0'23.48"W) to

35°08'46.6"N

076°00'24.4"W

12200 42nd ed., 09/24/94 LAST LNM 22/97 NAD 83
CAPE MAY TO CAPE HATTERAS
(CGD05)

24/97

Delete Horn from Navy Air Combat Maneuvering Range Tower LT A in
36°13'36.0"N 075°15'01.0"W

(Supersedes LNM 20/97)

Horn from Navy Air Combat Maneuvering Range Tower LT B in
36°03'53.0"N 074°58'59.0"W

(Supersedes LNM 20/97)

Horn from Navy Air Combat Maneuvering Range Tower LT C in 35°56'59.0"N 075°15'58.0"W

(Supersedes LNM 20/97)

Horn from Navy Air Combat Maneuvering Range Tower LT G in 35°47'11.0"N 075°05'42.0"W

(Supersedes LNM 20/97)

Whistle from Five fathom Bank Lane Traffic LWB FA in
38°46'49.0"N 074°44'14.0"W

Whistle from Five Fathom Bank Traffic Lane LWB FB in
38°46'51.0"N 074°55'35.0"W

Relocate FIVE FATHOM BANK LN TRAF LWB FA from
(38°47'18.406"N, 74°44'10.59"W) to

38°46'49.0"N

074°44'14.0"W

FIVE FATHOM BANK TRAF LN LWB FB from

(38°47'16.604"N, 74°55'31.023"W) to

38°46'51.0"N 074°55'35.0"W

FIVE FATHOM BANK NW LGB 3FB from

(38°58'11.408"N, 74°40'29.577"W) to

38°57'28.0"N 074°42'36.0"W

FIVE FATHOM BANK LB F from

(38°47'18.41"N, 74°34'44.565"W) to 38°46'49.0"N
074°34'32.0"W

12205 24th ed., 06/15/96 LAST LNM 23/97 NAD 83 24/97
CAPE HENRY TO PAMLICO SOUND
(CGD05)

Add Lynnhaven Inlet Wreck LB WR3, showing Q G, in
36°54'49.3"N 076°05'22.7"W

Change Lynnhaven Inlet DBN 3 to Lynnhaven Inlet DBN 3A in
36°54'45.1"N 076°05'22.3"W

12207 19th ed., 03/04/95 LAST LNM 41/96 NAD 83 24/97
(TEMP) CAPE HENRY TO CURRITUCK BEACH LIGHT
(CGD05)

Add Chesapeake Bay Ent. S. App Wreck LB "W CB", showing Q W, (PA) in
36°49'13.0"N 075°46'13.0"W

12207 19th ed., 03/04/95 LAST LNM 24/97 NAD 83 24/97
CAPE HENRY TO CURRITUCK BEACH LIGHT
(CGD05)

Add Wreck symbol with depth known to be 47 feet in
36°49'13.0"N 075°45'05.0"W

12210 34th ed., 12/28/96 LAST LNM 20/97 NAD 83 24/97
CHINCOTEAGUE INLET TO GREAT MACHIPONGO INLET
(CGD05)

Change Designation "2" to "12" in
37°52'16.5"N 075°27'53.2"W

12211 37th ed., 10/29/94 LAST LNM 21/97 NAD 83 24/97 (TEMP)
FENWICK ISLAND TO CHINCOTEAGUE INLET
(CGD05)

Add Chincoteague Channel By 26, R N, in
37°55'44.3"N 075°23'30.1"W

12214 39th ed., 02/17/96 LAST LNM 22/97 NAD 83 24/97
CAPE MAY TO FENWICK ISLAND
(CGD05)

Delete Whistle from Five fathom Bank Lane Traffice LWB FA in
38°46'49.0"N 074°44'14.0"W

Whistle from Five Fathom Bank Traffic Lane LWB FB in
38°46'51.0"N 074°55'35.0"W

12214 39th ed., 02/17/96 LAST LNM 22/97 NAD 83 24/97
CAPE MAY TO FENWICK ISLAND
(CGD05)

Relocate FIVE FATHOM BANK LN TRAF LWB FA from
(38°47'18.406"N, 74°44'10.59"W) to

38°46'49.0"N
074°44'14.0"W

FIVE FATHOM BANK TRAF LN LWB FB from

(38°47'16.604"N, 74°55'31.023"W) to 38°46'51.0"N 074°55'35.0"W

FIVE FATHOM BANK NW LGB 3FB from

(38°58'11.408"N, 74°40'29.577"W) to

38°57'28.0"N 074°42'36.0"W

FIVE FATHOM BANK LB F from(38°47'18.41"N, 74°34'44.565"W) to
074°34'32.0"W

38°46'49.0"N

12221 67th ed., 03/29/97 LAST LNM 23/97 NAD 83
CHESAPEAKE BAY ENTRANCE
(CGD05)

24/97

Add Lynnhaven Inlet Wreck LB WR3, showing Q G, in
36°54'49.3"N 076°05'22.7"WChange Lynnhaven Inlet DBN 3 to Lynnhaven Inlet DBN 3A in
36°54'45.1"N 076°05'22.3"W12222 38th ed., 08/31/96 LAST LNM 17/97 NAD 83
CHESAPEAKE BAY CAPE CHARLES TO NORFOLK HARBOR
(CGD05)

24/97

Add Lynnhaven Inlet Wreck LB WR3, showing Q G, in
36°54'49.3"N 076°05'22.7"W

(CGD05)

Change Lynnhaven Inlet DBN 3 to Lynnhaven Inlet DBN 3A in
36°54'45.1"N 076°05'22.3"W12225 49th ed., 04/19/97 LAST LNM 23/97 NAD 83
CHESAPEAKE BAY: WOLF TRAP TO SMITH POINT
(CGD05)

24/97

Relocate PUNGOTEAGUE CK CH DBN 10A from
(37°40'23.397"N, 75°50'41.325"W) to

37°40'23.5"N

075°50'42.9"W

12226 15th ed., 07/08/95 LAST LNM 15/97 NAD 83
CHESAPEAKE BAY: WOLF TRAP TO PUNGOTEAGUE CREEK
(CGD05)

24/97

Relocate PUNGOTEAGUE CK CH DBN 10A from
(37°40'23.397"N, 75°50'41.325"W) to

37°40'23.5"N

075°50'42.9"W

12248 35th ed., 03/29/97 LAST LNM 23/97 NAD 83
JAMES RIVER: NEWPORT NEWS TO JAMESTOWN ISLAND
(CGD05)

24/97

Add red fill to daybeacon "4" in
076°43'33.0"W

37°12'34.0"N

12254 38th ed., 09/07/96 LAST LNM 44/96 NAD 83
CHESAPEAKE BAY: CAPE HENRY TO THIMBLE SHOALS LT
(CGD05)

24/97

Add Lynnhaven Inlet Wreck LB WR3, showing Q G, in
36°54'49.3"N 076°05'22.7"WChange Lynnhaven Inlet DBN 3 to Lynnhaven Inlet DBN 3A in
36°54'45.1"N 076°05'22.3"W

12278 65th ed., 09/28/96 LAST LNM 23/97 NAD 83 24/97
 CHESAPEAKE BAY APP TO BALTIMORE
 (CGD05)
 Add Rock Creek Entrance Light 2 showing, Fl R 4s, in
 39°09'41.9"N 076°29'50.6"W
 (Supersedes LNM 23/97)

12280 1st ed., 05/25/96 LAST LNM 19/97 NAD 83 24/97
 MD - VA - CHESAPEAKE BAY
 (NOS) Add black dashed lines, blue tint, and label Obstn
 Fish Haven (auth min 15 ft) joining 37°48'21.0"N 076°08'48.0"W

to 37°47'33.0"N 076°09'14.0"W
to 37°47'29.0"N 076°08'35.0"W
to 37°48'16.0"N 076°08'09.0"W
*Note: Delete all soundings within fish haven

12301 17th ed., 01/01/87 LAST LNM 02/95 NAD 27 24/97
 OPERATING AREAS- VICINITY OF NARRAGANSETT BAY GREAT S. CH 5 FATHOM BANK
 (LORAN) (CGD05)
 Relocate FIVE FATHOM BANK LB F from
 (38°47'18.41"N, 74°34'44.565"W) to 38°46'49.0"N
 074°34'32.0"W

12303 7th ed., 01/01/87 LAST LNM 02/95 NAD 27 24/97
 OPERATING AREAS- VICINITY NARRAGANSETT BAY GREAT S. CH. 5 FATHOM BANK
 (OMEGA) (CGD05)
 Relocate FIVE FATHOM BANK LB F from
 (38°47'18.41"N, 74°34'44.565"W) to 38°46'49.0"N
 074°34'32.0"W

12304 37th ed., 12/28/96 LAST LNM 22/97 NAD 83 24/97
 DELAWARE BAY
 (CGD05)
 Relocate MURDERKILL RIV B 2 from
 (39°23'41.76"N, 75°23'04.0"W) to 39°03'45.6"N
 075°23'00.7"W
 (Supersedes LNM 20/97)

MURDERKILL RIV B 4 from

(39°23'42.54"N, 75°23'8.88"W) to 39°03'40.5"N 075°23'15.4"W

(Supersedes LNM 20/97)

MURDERKILL RIV B 5 from
 (39°23'39.06"N, 75°23'21.24"W) to 39°03'39.6"N 075°23'14.8"W

(Supersedes LNM 20/97)

MURDERKILL RIV APP B 6 from
 (39°23'35.22"N, 75°23'28.74"W) to 39°03'36.0"N 075°23'29.9"W
 (Supersedes LNM 20/97)

Marine events meet one or more of the above criteria will be held at the following location on the date designated below. Unless otherwise noted, special navigation regulations have not been issued. In the interest of safety, however, all vessels operating in or passing through these area should proceed with caution and are request to cooperate in not distruping these events. For more information about mariner events and special navigation regulations contact Boating Safety at 757-398-6204.

NORFOLK HARBOR, ELIZABETH RIVER, NORFOLK & PORTSMOUTH VA.

Special Local Regulations (33CFR100.501) will be in effect from 9 PM to 10:30 PM on July 04, 1997 for the Great American Picnic Fireworks. Contact Coast Guard Group Hampton Roads at (757) 483-8521 for further details.

NORFOLK HARBOR, ELIZABETH RIVER, NORFOLK & PORTSMOUTH VA.

Special Local Regulations (33CFR100.501) will be in effect from 8 AM to 11:30 AM on July 19, 1997 for the start of the Cock Island Race. Contact Coast Guard Group Hampton Roads at (757) 483-8521 for further details.

ARTICLES

MD - BALTIMORE - PATAPSCO RIVER MIDDLE BRANCH~~HazNav~~

On June 18, 1997, Bell Atlantic Network will begin laying 273 feet of conduit and river optic cable (800 MHZ Radio System) on the bottom of Middle Branch held in place with concrete weights. Patapsco River Middle Branch at the Hanover Street Draw Span in Baltimore City. Equipment will include: Small craft divers, conduit, placement of weights, and attachment to bulkheads on north and south sides under draw span. Duration of project in waterway to one-two day and no night work

Charts: 12273, 12281 LNM 24 (CG5) 17 JUN 1997

VA - CHESAPEAKE BAY - CHERRYSTONE CHANNEL~~HazNav~~

A partially submerged 30' X 30' platform is adrift 1.4 NM Southwest of Cape Charles Harbor in approximate position 37-14.8N 076-02.7W. Mariners are urged to transit the area with extreme caution.

Chart: 12224 LNM 24 (CG5) 17 JUN 1997

VA - CHINCOTEAGUE INLET - Shoaling

Shoaling to a depth of 7.6 feet MLW has occurred in Chincoteague Inlet. It has been recommended that mariners transit area with only local knowledge. Mariners are urged to transit the area with extreme caution.

Chart: 12211 LNM 24 (CG5) 17 JUN 1997

VA - JAMES RIVER - CHUCKATUCK CREEK~~HazNav~~

A piling of undetermined length is reported struck in or near the channel at the entrance to Chuckatuck Creek in approximate position 36-55.2N 076-29.8W. Mariners are urged to transit the area with extreme caution.

Chart: 12248 LNM 24 (CG5) 17 JUN 1997

VA - RUDEE INLET - Shoaling and Dredging

The City of Virginia Beach reports that Rudee Inlet is shoaling to a depth of 4 feet MLW from the channel centerline North to Rudee Inlet Jetty LT 2. The city advises that vessels should transit the South side of the channel and use extreme caution. The dredge RUDEE II will be operating 24 hours daily weather permitting and will be standing by on VHF-FM channel 16.

Chart: 12205 LNM 24 (CG5) 17 JUN 1997

VA - CHESAPEAKE BAY - ELIZABETH RIVER - NORFOLK ENTRANCE REACH - HazNav - Shoaling

An underwater obstruction has been located in the Northern end of the Norfolk Harbor Reach Channel in the vicinity of Elizabeth River LGB 7 (LLNR 9475). The Captain of the Port Hampton Roads has established a 200 yard radius safety zone from position 36-57-51N 076-20-05W approximately 100 yard WNW of Elizabeth River LGB 7 (LLNR 9475). Entry into this zone is prohibited without the permission from the Captain of the Port. Mariners are advised to contact Coast Guard Group Hampton Roads on Channels 13 or 16 VHF-FM with any questions.

Chart: 12245 LNM 24 (CG5) 17 JUN 1997

VA - CHESAPEAKE BAY BRIDGE TUNNEL HazNav

The PCL Hardaway/Interbeton Company will be conducting construction on the southern side of the North Channel opening of the Chesapeake Bay Bridge Tunnel in approximate position 37-02.4N 076-04.3W. Mariners are urged to transit the area with caution.

Chart: 12222 LNM 15 (CG5) 15 APR 1997

VA - CHESAPEAKE BAY BRIDGE TUNNEL - Hazards to Navigation Update MAY 6, 1997.

Sea and weather conditions permitting, the IB909 is scheduled to conduct steel erection at the North Channel bridge section of the Chesapeake Bay Bridge Tunnel. Structure and equipment could present a hazard to navigation. Mariners must navigate the channel with extreme caution. Unnecessary transiting of the area should be avoided. The contractor maintains radio watch on channels 16 and 67. VHF-FM

The following Marine Construction activities are ongoing at the tunnel:

- I. The Crane Barge 4600 is placing scour protection at Portal Island I.
- II. The Crane Barge 247 and the Crane Barge Mobro are working in the vicinity of the North Channel area constructing foundations, columns and caps for the new bridge.
- III. The elevated work platform IB909 is driving piles, caps and deck units at Trestle A and steel erection at North Channel.
- IV. Three temporary mooring piles have been driven at Trestle "A" at the following location:
37°05'37.2N 75°59'38.3"W affixed with a 360° flashing yellow light
- VII. Rig and the Crane Barge Coen is constructing a fender system in Fishermans Inlet.
- VIII. The Crane Barge GEORGE JOHNSON is placing piles at Nine Foot Shoal.
- IX. The Crane Barge PIPELINE is cutting pile at Trestle "C". The elevated platform WEEKS 750 is doing bridge work at Trestle "C".

The PCL/HARDAWAY/INTERBETON COMPANY has removed the seven mooring piles in the North Channel area West of the Chesapeake Bay Bridge Tunnel.

New piles have been placed in the following locations and are lighted with a 360° flashing yellow light. The approximate position of the new mooring piles are:

37°02'34.0N 076°03'20.0"W 36°55'32.0N 076°07'17.5"W
37°03'16.0N 076°02'32.0"W 37°03'09.0N 076°03'02.0"W

Mariners should be aware that all work is being performed on the West side of the existing Chesapeake Bay Bridge Tunnel. Floating equipment is secured by a six-point anchoring system with anchor cables extending up to 2000 feet in all directions from the equipment. Equipment is moved as necessary to structures and cables present extreme hazards to navigation. Mariners should avoid the construction zone if possible. Mariners should use extreme caution when transiting the area. Hazards to navigation are identified by 360 flashing yellow lights.

Chart: 12222 LNM 19 (CG5) 13 MAY 1997

NC - AICW - CORE CREEK HazNav

A partially submerged piling extending one foot above the water line has been reported near Core Creek LT 19 (LLNR 38375). Mariners are urged to transit the area with extreme caution.

Chart: 11541 LNM 23 (CG5) 10 JUN 1997

NC - CAMP LEJUNE (AICWW) - ONSLOW BEACH BRIDGE - Bridge Closure

To facilitate sandblasting and painting operations, The Onslow Beach Bridge across the AICWW Mile 240.7, at Camp Lejeune, NC, will be close to vessels three times per day for 3 hours each day during the following schedule:

From July 14 to September 12, 1997. Monday thru Friday:

A) CLOSED: AT 8 AM TO 11 AM; OPEN 11 AM TO 11:30 AM

B) CLOSED: AT 11:30 AM TO 2:30 PM; OPEN 2:30 PM TO 3 PM

C) CLOSED: AT 3 PM TO 6 PM

From 6 PM to 8 AM on Monday Thru Friday and on Weekends, the bridge will open on signal. Mariners are advised to plan their trips accordingly and to use extreme caution when transiting the area.

Charts: 11542, 11543 LNM 23 (CG5) 10 JUN 1997

NC - NEW RIVER - Firing exercises

The Commanding General, Marine Corps Base, Camp Lejeune, North Carolina, has advised that the area in the Atlantic Ocean between a point approximately 4.5 miles east of Bogue Inlet to a point approximately 10.0 miles southwest of New River Inlet, North Carolina, within the existing danger zone (depicted as 334.440) as shown on National Ocean Service Chart 11543, will be hazardous to navigation because of field firing exercises during the following periods:

9:00 AM to 6:30 PM 23 - 29 JUN 97.

Firing to 3 miles seaward.

All navigation is urged to avoid the above area during the periods stated except for the Atlantic Intracoastal Waterway where mariners traveling through this area can expect a delay of about one hour during the above times. Range Control Boats, Marine Corps Base Camp Lejeune, North Carolina monitor Channel 16 VHF-FM (156.8 MHz) and the working Channel 82 VHF-FM (161.725 MHz). The restricted areas in New River, as shown on National Ocean Service Chart 11542, will be closed to navigation because of firing exercises during the following periods:

Jacksonville Sector Sunrise to Sunset daily, 23 - 29 JUN 97.

Farnell Bay Sector Sunrise to Sunset daily, 23 - 29 JUN 97.

Traps Bay Sector Sunrise to Sunset daily, 23 - 29 JUN 97.

Stone Bay Sector 12:01 AM to Midnight, 23 - 29 JUN 97.
 Stone Creek Sector 12:01 AM to Midnight, 23 - 29 JUN 97.
 Grey Point Sector 12:01 AM to Midnight, 23 - 29 JUN 97.

The below listed times include a continuation of overhead fire of artillery across New River. Mariners may experience delays in transiting the New River in Grey Point sector.

NONE FOR THE PERIOD 23 - 29 JUN 97.

Ship operations consisting of landing craft, amphibious vehicles, and helicopters will be conducted in the Onslow Beach operating area and all sectors of New River from 12:01 AM to Midnight,

23 - 29 JUN 97.

Charts: 11542, 11543

IX LIGHT LIST CORRECTIONS for COMDTPUBP16502.2 Volume II 1996 Edition

(*) indicates change(s) in column indicated

(1) No. Remarks	(2) Name and location	(3)	(4)	(5) Position	(6)	(7) Characteristic	(8) Height	Range	Structure
125 Buoy FA • 24/97	Five Fathom Bank Traffic Lane Lighted			38 47.3 74 44.2		Fl Y 4s	6	Yellow.	
130 Buoy FB • 24/97	Five Fathom Bank Traffic Lane Lighted			38 47.3 74 55.5		Fl Y 6s	7	Yellow.	
12275 • 24/97	- Wreck Lighted Buoy 67				Q G	4		Green. Replaced by LIB when endangered by ice.	
35497 yellow triangle. * *	- Buoy 125					Red nun with			
		*	*	*	*	*	*	24/97	

R. T. RUFÉ, JR.

VICE ADMIRAL, U. S. COAST GUARD

X ENCLOSURES

1. 33 CFR part 167 proposed changes Rulemaking of Traffic Separation Scheme in the Approaches to Delaware Bay.

2. Corrections for U.S. Coast Pilot 4, Atlantic Coast, Change 7.
3. Corrections for U.S. Coast Pilot 4, Atlantic Coast, Change 8.